

# THE WASATCH JUNCTION

NEWSLETTER OF THE GOLDEN SPIKE CHAPTER

Railway & Locomotive Historical Society

2019

Vol. 23, Issue #4

## Board Members for 2019

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## Next Two Meetings: July & Aug meetings to be determined

### Meeting notes for May 15, 2019

Meeting was held at the Two Bit Cafe on 25th street

#### Financial Report -

Balance of \$11,880.45 with an outstanding check of \$1283.50 which will leave an effective balance of \$10,596.95.

\$1050 received in donations for Bill Francis who is making a documentary on the 223.

Quest of our insurance. We have two policies, one for Officers of the chapter and the other for general liability in our shop. The City of Ogden is asking us to obtain 2 million dollars in coverage. But until our dispute over the 223 and access to the shop is settled

we need to decide whether to hold off on renewing our policies if at all.

There is no report from Devin, our lawyer  
Maurice is working to renew our 503c status

#### 223 Report

We had our open house May 10 & 11 but the lock-out was reinstated following that brief period.

We need to schedule a visit to the State Historical archives to see 223 collection. Also discuss ownership of the 223. How to move forward.

We gave a cop of the Grant Locomotive Catalog of 1871 which was reprinted in 1971. Shaun is making a copy of it for the website.

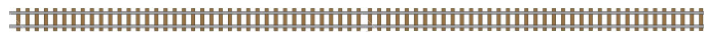
## Convention report

It seems to have been a success. Members of our chapter worked hard on organizing in cooperation with national directors. Also those not participating in the convention program contributed their time to host the 223 shop open house May 10th and 11.

### Spotlight King project

Steve is still trying to get a copy of the notes made before we took possession of the collection.

Shaun has talked to a person about researching Spotlight. Shaun has set up a domain [spotlightking.com](http://spotlightking.com) where we can upload our findings. There's still the question of just what we want to do with this collection.



## **Meeting Notes for June 15, 2019**

**Financial Report:** We had a balance of \$10,451.85 as of June 15. \$1050 is owed to Bill Francis when he completes the video project on 223. Also we owe the law firm as well.

**Ownership of 223:** Steve Jones will go to the state about the \$5,000 grant we received to have the shop door repair. The city doesn't seem to be moving on this project so if they aren't going to use it then we would like to use it for the 223 restoration. We need to get approval to change the designated use of the money.

We got a message from 223 crew member Andy Anderson. His health is not good but he continues to restore his 1975 Ford Bronco in Arizona.

**Spotlight King Project:** Shaun Nelson is swamped with his work right now so hasn't had time to spend on this project.

**Trip to State Archives** - Lee Secrist and a few others visited Doug Misner at the State Archives. Doug is well versed in the 223. He had a couple of boxes of documents and photos that our 223 crew were able to look at. We discussed a proposal we are considering regarding the fate of the 223 and Misner said we are free to submit for consideration whatever we like.

We discussed future excursions on Saturdays. Joshua Bernhard has taken the lead on that.



## **Saturday May 25, 2019 GSRLHS 223 Field Trip**

*Thanks to Joshua Bernhard for arranging this event.*

Members met at the home of James Martin to see his display of artifacts he has discovered using a metal detector in areas where the original Transcontinental railroad had passed through. Mr. Martin was born in England but immigrated to the U. S. and joined the Marine Corps. He has lived in different parts of the U.S. and currently is a resident of the town of Tremonton in northern Utah. He is currently a Utah State Highway Patrolman.

His area of prospecting for railroad artifacts has been on private property north west of the town of Corrine with permission of the owner. He said all the owner wanted from James' prospecting were any horseshoes he found. He could keep all the rest.



We began in James' back yard where he had set out a number of larger metal objects such as sections of track, rail joiners, old shovels, a coupler pin among other objects. We then proceeded down to his basement where he showed us



smaller items including old Chinese coins, bottles, belt buckles and a Central Pacific builder's plate.

We spent about 90 minutes enjoying the presentation then our group went our separate ways.





Steve Jones, his business partner Klaus Obermeier, Slim Jolley and Lee Witten drove to the Golden Spike National Park on a request by Klaus who had never seen it. After being there on May 10th with the R&LHS convention and 15,000 people, this visit was much less populated.

We were able to get up and close to the two locomotives and a visit the Engine shop where we met up with chapter member Richard Carroll, the steam locomotive program manager for the Park Service.



Before arriving at the visitor's center we took time to hike along the old CP road bed to the "Big Fill" that the CP constructed across a ravine. Just parallel to that was the UP roadbed and site of a former wooden trestle. The ramparts that the trestle rested on are still plainly visible. An informational sign had a photo of what the trestle looked like.

We ended the afternoon watching Richard drive the 119 back to the shop with a final runby for the park visitors.



## GSR&LHS visits the Sadler Rail Car Construction Co. June 29, 2019

The GSRLHS 223 crew visited the Swiss Owned Sadler US Inc. rail car builders in the industrial area near the Salt Lake City airport at 5880 west. Stadler's facility is huge. Sparkling white and inside was spotless. Floors were shiny,



with well organized equipment and stock.

Attendees were Steve Jones, Lee Secrist, Lee Witten, Joshua Bernhard and Vern Day.



Our guide was, Lester Clark, who is an electrician at Stadler. He started us up on the 2nd floor where the offices, computers and large room where they assemble the control panels. Big aluminum cases full of very intricate electrical connections and junctions, transformers and digital boards. We couldn't believe what goes into one of these rail cars these days. So much electronics controlling every aspect of rail car operation.

After that part of the tour, we went down to the ground floor into the large parts warehouse and car assembly area. They had a number of railcars they're building for Cal Trans. They're a beautiful red white and blue. Cab and wagon units

The car bodies are built in Switzerland then shipped to SLC for assembly with the wiring, superstructure such as floors, stairs, doors and seats. Then they are shipped to their destination. In this case these are going to California.

There is a length of track where assembled trains are mounted and can be sent out on the mainline for shipping. Sometimes just the car body and trucks are put on flat cars and shipped

Quality and inventory control and facility cleanliness were two impressive aspects of the tour.

**More photos for the above field trips can be found at:**  
[www.gsrlhs.com](http://www.gsrlhs.com)

taken any action. It was supposed to have been done by the end of June. So Steve Jones contacted the Brigham City Railroad Museum and they could use it for such things as roof repair, handicap accessibility or flooring in their ticket office. This would meet the requirement that the money be used for a museum structural project.

One thousand dollars was donated to us for a documentary about the 223. However the local producer actually works for the city and feels there might be a conflict of interest with some of the more controversial aspects of our recent history with the restoration effort. Maybe we can be given what video footage has been completed and edit it ourselves.

**Spotlight King Collection:** We have decided that the best place for the celebrity autographed photos be donated to the Weber State University Special Collections and that we keep scanned images of the photos for possible display on our website with a story of Spotlight and these photos.

The recent NMRA (National Model Railroad Association) held there national convention in Salt Lake City July 8 through 14. One of their activities was a self guided tour to Ogden where interested members could take the Front Runner Commuter train to Ogden and visit the Union Station museums and sites in Ogden. One of the places they wanted to see was the 223 shops and asked the museum for a tour. The tour was conducted by one of the staff, but no one in the Golden Spike Chapter was every contacted to help with this. We question just how much the NMRA people got out of the tour without someone more knowledgeable conducting it.

Saturday July 27, the Chapter will be taking a tour of the Tinto-Kennecott Copper Mine in Bingham Canyon, west of Salt Lake City.

## Meeting Notes for July 20, 2019

**223 report:** The State is planning on a possible new history museum near the State Capitol. They may want to make the 223 a static display. We would like to arrange a meeting with the officials of the state History Dept. to discuss this. Would it be possible if there was another piece of Utah State Railroad Museum equipment that might be more appropriate and have the 223 turned over to the Cumbres and Toltec Railroad to complete the restoration and operate it on their rail system. This would fulfill the original intent of the Golden Spike Chapter's objective.

We discussed the disposition of tools in the shop and its proposed that we donate much of them to the Cumbres and Toltec. More discussion is needed on this matter.

**Treasurers Report:** The balance as of July is \$10,028.78. \$5,000 of that balance is a grant that was originally meant to reconstruct the door frame at the Union Station's 223 shop. However, after the Golden Spike Chapter went through all the steps including getting approval with the Historic Site Committee, the museum (Ogden City) has not

## Chairman's Message

Now that the Spike150 celebrations are over we are back to the lockout from the Trainman's building and several more months where there has been NO restoration work done on the 223.

Our primary mission has not changed, and will not change. Since 1991 we have been working towards restoring D&RGW 223 to operation. Please take the time to look at the fantastic results at <http://save223.com> to see for yourself.

Ogden City's ongoing actions make it obvious that they do not want us to complete the restoration of 223. So, we came up with an alternate plan in cooperation with the Cumbres & Toltec Scenic Railroad that allows us to see our mission completed, and much more! The plan was recently presented to the Utah State Division of History and Arts in the form of a joint letter of intent.



My Wife, Nancy, and I spent a couple of very enjoyable and productive days at the Cumbres & Toltec Scenic Railroad on June 25<sup>th</sup> and 26<sup>th</sup>! While I was there I met with John Bush, President/GM of the Cumbres & Toltec Scenic RR and Stathi Pappas, Assistant GM and Special Projects Manager. Both gentlemen were educated as Anthropologists/archeologists and soon discovered that their passion was with railroading. What they are doing at the Cumbres & Toltec is using these skills to preserve and present the history of railroading on the Denver and Rio Grande Railroad for future generations. The following bullet list summarizes the spirit of our joint plan.

- R&LHS will stay involved to provide continuity and continue documenting the history of 223.
- The R&LHS mission includes supporting anything needed at Ogden Union Station (owned by Ogden City). We hope to continue in this role and relationship. Once this strategy is endorsed by the State of Utah we would hope to include Ogden City in the final plans and execution of the program to move 223 to the C&T.
- John Bush and Stathi Pappas will be making a trip to Utah in the next weeks for other business reasons. We will coordinate a visit with Ogden City for them to inspect 223 while they are here so they can make more detailed plans for the 223 restoration.
- We proposed that The R&LHS Golden Spike Chapter and C&T management jointly meet with the Utah State Division of History and Arts to address any questions they have about the direction we are proposing.
- C&T has the management and technical skills to complete the restoration of 223
- C&T has the fundraising capability to raise the funds necessary. This could be in the range of \$500,000.00 depending on the work needing to be done on the boiler after inspections are complete.
- C&T will transport the 223 to Antonito, CO.
- C&T needs to look at what the R&LHS Golden Spike Chapter has completed to come up with an accurate schedule. But, there is a possibility that 223 could be operational in approximately two years.
- C&T has 64 miles of original D&RGW track where 223 could exercise her legs. Photographs show #223 in operation at Osier Colorado (the midpoint of the line from Antonito to Chama) in 1907. Chances are that she would primarily run on the Eastern half of the trackage, pulling some historic rail cars of approximately the same vintage. There is nothing like this in Ogden.
- C&T has the crew in place that would provide the ongoing maintenance and support of 223 so that it stays operational for future generations. This is far superior to putting it on a static display in a park where it would again deteriorate.
- The C&T suggested that after the 223 is operational they would operate a R&LHS, Golden Spike Chap-

ter, sponsored train once a year. In concept once they recover operational costs this would be a fundraiser for our chapter. We could donate the proceeds to the 223 restoration or any other activity that the chapter wants to support.

- The R&LHS Golden Spike Chapter would continue primarily as a "Friends of 223" organization.

Locomotive 223 becoming a part of this exciting, historically accurate, environment is the best thing that could possibly happen. It would return home to where it operated when in service and be taken care of in perpetuity.

This video that John Bush provided will give you an understanding of the environment and the level of dedication that we experienced while visiting the Cumbres & Toltec Scenic Railroad <https://www.youtube.com/watch?v=SEIWJX-QDQpM&t=3s>.

We were hopeful that the above strategy would facilitate the State of Utah, The R&LHS Golden Spike Chapter, Ogden City, and the Cumbres & Toltec Scenic Railroad working together to complete the restoration of locomotive 223 and to see it in operation on the C&T. However, The State of Utah informed us of two developments. Ogden City submitted a proposal independently of the R&LHS requesting ownership of 223. Then, the State of Utah informed us that they are planning a Utah State History museum on the State Capitol grounds and they are considering showcasing 223 in that museum. Unfortunately, this delays any final decision for 6 to 12 months.

Our mission of seeing the 223 restored to operation and being involved with all of the other restoration and railroad heritage activities here at Ogden Union Station takes both commitment and money. In addition consider making a donation to the Golden Spike Chapter to help us offset the legal costs that have now, of necessity, become a part of this effort.

The R&LHS Golden Spike Chapter was awarded a Spike150 grant to repair the entry door to the Trainman's building in preparation for the Spike150 celebrations. The work was approved by the Ogden City Landmarks Commission who indicated that Ogden City needed to file the paperwork necessary for a building permit. That was never done so the work could not be completed. We are working with The State of Utah to attempt to reprogram that grant to support badly needed repairs at the Brigham City Train Depot and Museum.

Josh Bernhard has been coordinating our weekly activities while we are not able to continue the 223 restoration. This week we will be visiting the Kennecott / Rio Tinto visitors' center at the Bingham Canyon Mine. Reservations are required for this visit. Please contact Josh if you have any suggestions for future group outings or activities.

Our volunteers Jay Hudson and Richard Bush are both battling medical issues. If you have a minute I'm sure they would appreciate either an email message or a phone call.

Let's pull together and keep that whistle blowin'.